

JAGUAR CLUB *of Minnesota*



Holiday Party

PRESIDENTS' CORNER



Hello to Everyone . . .

Winter is still with us and so far we have survived the very cold days and with great enthusiasm greeted the few warmer days we have had knowing that more are in our future.

We ended our year with the Annual Holiday Party and Award Banquet at the Lynch's on the 17th of January and once again Mike provided us with a fabulous meal. Mike planned the menu and provided the receipts for the Texas Cowboy Dinner. I want to thank Wendy and Kim for the wonderful desserts, and Kim great job on the wine selection.

We honored Dick and Leila Jones this year for all the work that Dick has done in the past in getting the Club's website to that state of perfection. Dick has also been helpful in the transition of the website responsibilities to our web mistress Jill Bean. Thank you Dick for all your help.

Be sure and check the website for the up to date Calendar of Events. Jill is doing a great job in keeping us current. We have a few drives coming up this year that I hope some of you will be able to join us on. We have such a great time on these drives visiting with friends, seeing new sights, and discovering new places to share a meal.

Be sure and sign up for the 9th annual Go Kart Challenge that is sponsored by Dave Meek. For more details check your e-mail because I know that William has sent out the flyer with the registration form.

Just a reminder that the 2009 Rendezvous is in Ashland, Wisconsin. This year's sponsor is the Minnesota Austin Healey Club; the dates are June 11-14. We hope to see many Jaguars at this event. We haven't had a Rendezvous in Ashland for many years and are looking forward to the many activities planned.

Please stay safe, warm, in good health and hope to see you at some of the upcoming events.

*Elaine Brahms
President
Jaguar Club of Minnesota*

COMMUNITY SERVICE PROJECT: FEED MY STARVING CHILDREN



Thanks to Dale and Barb Martin for organizing this year's service project at Feed My Starving Children (FMSC) in Eagan. This year the Jaguar Club partnered with the Austin Healey Club to provide some British labor in packaging meals for needy children. We've been doing this project as a club for quite a few years now. Every year we get better. This year between the two clubs about 50 people came to help. Although no accurate accounting was possible to determine which club "won" the unofficial contest, I'm sure the Jaguar Club came out on top. Guaranteed!

Dick Bass hard at work ...
Nice bonnet!



If you are looking for a worthwhile and fun service type project for an organization or your own family, consider FMSC. It would be especially good to help "enlighten" youngsters that other kids in the world aren't quite as lucky as they are.

More information about Feed My Starving Children is available at www.FMSC.org.

Glenn Nickleski



Dale Martin,
leader of the
day, keeping
us informed



Most of the two plus
dozen strong Jaguar
Club volunteers.

DM GARAGE FESTIVITIES!

I have come to the conclusion that I am not an organized person. Been to several of David Meek's tech sessions and invariably come away with that feeling.

How can a guy who still works keep his garage so brilliantly organized? Everything to hand for these technical events, be it a robust suspension knockabout or a simple winterization of the fleet. I know this space always resembles an operating room at Regions. My parents messed up a chromosome somewhere.

Anyway, Saturday November 15 was the appointed day. The 150 was slated for an oil and filter change, it's second this year...as was Kim's XJS convertible. Then on to coolant and brake fluid transfusions.

Dave doesn't namby-pamby about in his cars. They know the edge of the envelope. You invariably end up behind him... and, it isn't long before he's way gone. Dave's PM respects this.

While all this maintenance was going on, Stephen Korosec offered up his Ken Smith sourced '65 roadster to Bob Kemnitz and me for a test drive. Gracious gesture. I never turn down such opportunities. Both Bob and I have this same model. His a roadster, mine a coupe.

Ever notice how otherwise the same, but 40+ year-old vehicles feel, respond, and sound different? They haven't had the same owners and they haven't gone down the same roads. How does the engine respond? Where do the gauges read? When does the clutch pick up? How do the brakes feel?



Harvey releases the oil filter canister...Dave, hopefully, catches it.



Would you let these guys anywhere near your classic!?!?

continued on page 5

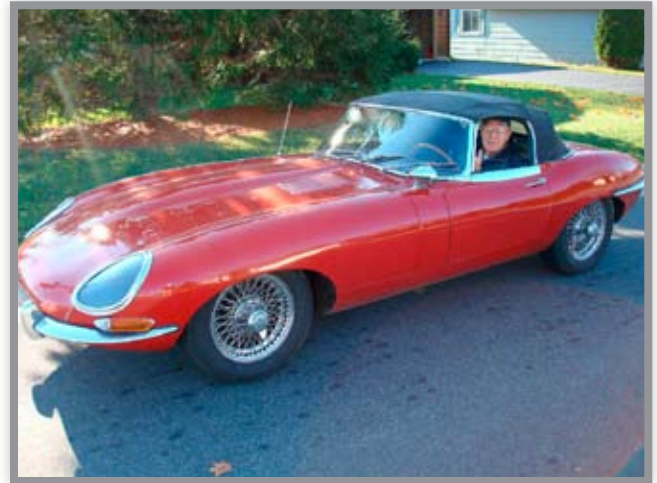
Bob and I both liked Stephen's car. One thing we agreed on immediately (and I am sure Stephen would concur), we wanted the 3.07 "home market" rear axle. It utilizes the amazing torque of the 4.2 and brings the revs down a bit. This isn't a Ferrari.

I expect the Brits figured we valued stoplight-to-60 more than comfortable and efficient high-speed cruising. Maybe they checked our speed limits with the mistaken assumption that we were law abiding.

So much for car stuff, lets get down to brass tacks. How did lunch go? Kim was off on a toot again and Dave was left on his own. The last time that happened the proprietor of DM Garage failed to set the new oven timer correctly. We had a lovely looking frozen lasagna, precisely at noon. Not so today. Our host offered up delicious pulled BBQ pork sandwiches with two sides. Lovely.

Graciousness becomes the Meeks, especially on DM Garage days.

George Arthur



Bob seriously enjoying Stephen's lovely '65 Roadster.

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RACING IN THE RAIN & THE ART OF RACING IN THE RAIN

Two new books hit the market in the last year. They couldn't be more alike in one respect, but so completely different in all others. One, a serious historical tome, important in its documentation of a racing period we will never see again. The other, a great beach book.

I recommend them both.

John Horsman's *Racing In The Rain* (David Bull Publishing) is a personal, definitive account of the author's career in racing. Solid, important historical information, technical analysis of achievements and failures, and insights into many racing personalities. All appropriately accompanied by historical photographs.

It spans more than two decades. From his start as a John Wyer apprentice at Aston Martin, to project director of the GT40 program at Ford Advanced Vehicles, and finally to his tenure with the blue and gold Gulf-sponsored Ford GT40s, Mirages, and Porsche 917s. All prepared by Horsman and his team. You may remember ... they ran well in the rain.

I particularly enjoyed learning of his activities at Aston Martin in Feltham as project engineer. This was during the development of the Tadek Marek 3.7 liter engine in the early DB4 days ... the first car completely designed by the company under David Brown.

You won't devour this book in short order. You will savor it!

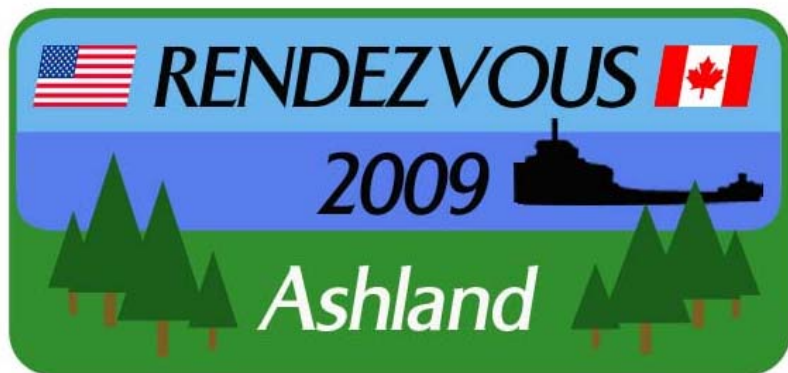
At about half the retail, we have *The Art of Racing in the Rain*. This is the fictional story of a talented young racecar driver as seen through the eyes ... of ... his dog!? Now who would of thought that up? Only one person so far, Garth Stein.

It's an engaging read. Kind of a Marley Goes to Great America. If you're looking for soppy sentimentality or just ready for some cheap emotional exploitation ... pick it up. Most of us may actually learn something about racing along the way. I only noticed one major faux pas. I question the probability, timing, and placement for a group of automobiles.

See if you can find it. Our hero overcomes major personal tragedies to become a test driver for Ferrari. His faithful and observant pooch throughout all this is Enzo. Alas, Enzo dies in the last chapter. Most all book dogs do. Throughout the book Enzo consistently displays an incredible perception into the nature and foibles of humans. The book works because I bet you have attributed some of these perceptions to your own canine friends. Good stuff.

Lots of cold days left this winter. Pick up one or both of these and settle in.

George Arthur



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JUNE 11 - 14

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Friday -- Registration 8 a.m.-Noon, Driving tours to Bayfield & Madeline Island areas, Golfing
Saturday -- AutoCross, Car Show, Walking Tour & Awards Banquet
Sunday -- Breakfast & Goodbyes

Name _____ Spouse/Guest _____
(PRINT LEGIBLY first and last name/names as they should appear on badges)

Children Attending _____
(Include names & ages of each child)

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State/Province/PostalCode _____ Club _____

E-mail address _____ Phone _____
(Include e-mail address if you want a confirmation of registration – none will be sent otherwise.)

Vehicle/s to be registered _____
(Year) (Make) (Model)

(Year) (Make) (Model)

Registration Fee: \$50.00	After May 15: \$65.00 (All fees in U.S. dollars)	\$ _____
(Registration includes one vehicle, two adults, one child under 18 & one free T/shirt)		
Each additional person: \$5.00 x _____		\$ _____
Each additional vehicle: \$5.00 x _____		\$ _____
Free shirt size _____ 2nd shirt _____ 3rd shirt _____	Added shirts: _____ x \$10.00	\$ _____
(T-Shirt Sizes: Small, Medium, Large, XL) (For XXL & XXXL – Cost is \$13.00)		
Awards Banquet tickets:	\$25.00/adult x _____	\$ _____
	\$20.00/child under 13 x _____	\$ _____
	Total	\$ _____

Make checks to Minnesota Austin-Healey Club (U.S. funds) and send with completed form to:

Greg Lauser, W12349 694th Ave., Prescott, Wis. 54021

Registration questions to: glouser@presenter.com

Cancellations before 5/15/05 are subject to a \$10.00 fee. No refunds after May 15.

I want to play golf with a Rendezvous 2009 group _____
(A Rendezvous Golf organizer will contact you with details & greens fees information)

Contact AmericInn directly for headquarters hotel room reservations in Ashland, Wis. @
1-715-682-9950 or www.AmericInn.com.



Annual Holiday Dinner & Awards Party

Colder temperatures didn't dampen the spirits for this year's Holiday Party. Once again Mike and Gloria Lynch hosted a memorable evening. Attendance was down a bit from previous years, but everything else was just right.

In typical Lynch fashion, there was the required valet service for all attendees both before and after the shindig. Thanks to greeters Ken and Ruth Smith. Kim and Dave Meek were in charge of the beverages. This year we were sorry not to have Gloria's sister Coke there, as she had another commitment.

Get along little doggies! The western style meal put together by Mike and Gloria was highlighted by Roast Baron of Beef (no relation to Beef Wellington) and Roast Chicken with Tart Black Bean Salsa. Credit sidekicks Elaine Brahms, Kim Meek, and Wendy Tweed for helping to round out the meal.



continued on page 7



How about these fixin's?....

Varieties of Cheeses and Crackers – Elaine

Salsa and Chips – Mike & Gloria

Applewood Smoked German Potato Salad –
Mike & Gloria

Green Bean and Chayote Squash Casserole – Elaine

Lone Star & Molasses Baked Bens – Mike & Gloria

Cabbage Braised in Texas Port – Elaine

Green Onion/Blue Cheese Mixed Salad – Mike & Gloria

Cheddar and Black Pepper Biscuits – Mike & Gloria

Grandma Spears Dr. Pepper Cake - Kim

Sweet Potato-Pecan Pie –Wendy

The finest selection of wines this side of the
Old Mississippi – Kim

Good old fashion Shiner Bock – Mike & Gloria

And, last but not least ... Elaine presented (or at least tried to present) this years service award recipient to Dick and Leila Jones in appreciation of Dick's tireless years of building and maintaining the Jaguar website, as well as Leila's constant support. Thanks for all your hard work! Somehow the actual plaque didn't make it to the event.... but it's out there.

Now aren't you just a little disappointed at passing up this great event and great feast? Thanks to all who contributed so heartily.

Glenn Nickleski

WE MISS YOU TWO!

This winter Gwen and I managed to catch up with some former Jaguar Club members, Doug and Diane Taylor. The Taylors moved to Tucson a few years ago, much to the dismay of many in the Jaguar Club.

“Livin’ the life” might be an apt term at least for Doug, and probably Diane too. Doug is fully retired. Diane is still hitting it hard in a job which she loves as a pharmacist in the Arizona state penal system. In addition to a lovely home in the La Paloma subdivision, they also own an airplane hanger for the “fun stuff”.



Confucius say true happiness comes from complementious Jaguars

Gwen and I met up with the Taylors, and after a nice Sunday brunch, took a tour of the hangar. You might remember the black on black XJS, 6 cylinder, 5 speed that Doug had back in Minnesota. And probably the nice red E-Type convertible, too. Now added to the stable is a nut and bolt restoration of a 1960 Austin Healey. And did I mention Diane’s latest purchase of a 1964 E-Type Coupe in distress? Sort of like armed guards for his airplane. I volunteered to stay and move into the hangar and start a new life as a “hangar boy”, but I couldn’t get spousal permission.

If you’re ever in Tucson, the Taylor’s would certainly love a visit. Give them a little notice and I’m sure they will set up a nice time.

Glenn Nickleski



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Peoples choice balloting
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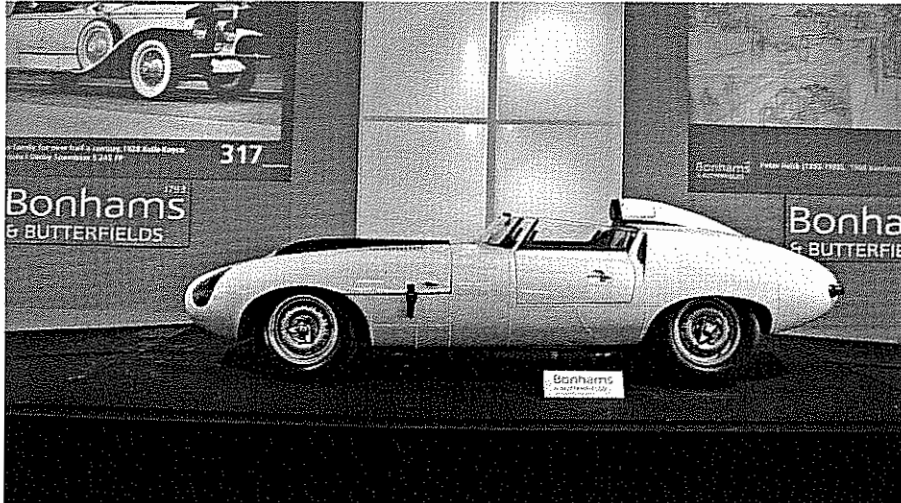
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THE WORLD'S MOST VALUABLE JAGUAR

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WORDS AND PHOTOGRAPHY BY DAVID TRAVER ADOLPHUS, MATTHEW LITWIN AND MARK J. McCOURT



in 239 lots of automobilia. B&B tries to come up with a unique theme each year, and for 2008 they offered eight Avions Voisin from between 1919-'39, from the French "M. Collection." You're not going to find those at the county fair, and they helped give the sale a great relaxed, iconoclastic feel. The popular Quail Lodge location doesn't hurt the atmosphere, either. Among several standouts was a 1960 Jaguar E2A Le Mans Sports-Racing Two-Seater Prototype, which at \$4,957,000 became the most expensive Jaguar ever sold at auction. Prices include buyer's premium of 13 percent.

LEGEND

Condition: #1-Excellent; #2-Very Good #3-Average; #4-Poor; #5-Major Project

Reserve: Minimum price owner will accept

Top Price Bid: The highest offer made

Selling Price: What the vehicle sold for

Average Selling Price: Average market value of vehicles in similar condition

Bonhams & Butterfield's 11th annual sale at Quail Lodge in Carmel-by-the-Sea in August fell in between the \$50-million plus totals from Gooding

and Co. and RM, and smaller amounts from Kruse and Russo and Steele, selling 59 percent, or 45 out of 76 cars for \$21,616,800, along with another \$593,735



BAJA BOOT

Year: 1967

Model: 1

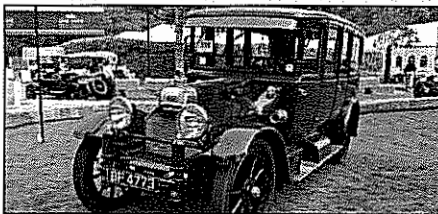
Condition: Restored/#4+

Reserve: Undisclosed

Selling price: \$199,500

Avg. selling price: N/A

Look closely at the firewall, and you'll see a Willys Jeep, but that's the only place you'll find it in this Camaro V-8-powered, tube-frame Baja 1000 racer. There's more history to the car than we can relate; suffice it to say that design began at GM, and ended with Steve McQueen's Solar Plastics Engineering. McQueen drove it in the 1968 Baja 1000, and Bud Elkins won the Baja 500 in it in 1969. Restored by Ryan Falconer Racing Engines through 2000, after which it participated in the Petersen Museum Tecate/SCORE Baja 2000. Historic and awesome, it was just asking to be thrashed off road. But who could afford to?



CADILLAC

Year: 1915

Model: 51

Condition: Restored/#4

Reserve: Undisclosed

Top bid: \$130,000/not sold

Avg. selling price: N/A

Beyond coachbuilt, an early (sold March 9, 1915) V-8 Cadillac with a one-off four-door saloon body by Chicago's C.P. Kimball and company, featuring an auxiliary heating/cooking stove, electric ventilation and a telephone. A 145-inch wheelbase helped disguise, up to a point, an extended and bulging hood, which accommodates a cabin heating shroud. It also featured a factory-oversized engine of undetermined displacement, 37 x 5-inch demountable tires and air springs. Long removed from a mid-Seventies restoration, it was due for another, a difficult proposition and, clearly, sale. Perfect for the eccentric dowager in your life.



CHEVROLET

Year: 1957

Model: Bel Air convertible

Condition: Restored/#3

Reserve: Undisclosed

Top bid: \$57,000/not sold

Avg. selling price: \$85,000

You don't need to go to Monterey to find a '57 Chevy convertible. You don't generally need to go more than a few miles from your house or, if you like, you can find a couple of dozen here in *Hemmings* any given month. A factory continental kit, fender skirts, dual mirrors, sport lamps and more added the necessary eye appeal to B&B's black tri-five. A powerglide automatic and Super-Turbo-Fire 220hp 283-cu.in. V-8 rounded out the package. The presentation, however, was cruise-night standard, with door dings, badly scuffed paint and partial rechroming. The consignor was a local, but this was the wrong venue for the car.



PIERCE-ARROW

Year: 1933

Model: 836 limousine


Condition: Restored/#2-

Reserve: Undisclosed

Top bid: \$80,000/not sold

Avg. selling price: \$75,000

A case of escalating expectations, B&B advertised this car in *Hemmings* with a reasonable \$75,000-\$85,000 estimate; by the time of the auction it was up to \$90,000-\$125,000. A very odd car, it had been in Asia since new, originally delivered to Korea, then heading with innumerable other Full Classics to Japan in the 1980s. Those cars have been trickling back to the US for some years now; this one detoured to New Zealand for a refurbishment some years ago. Priced appropriately, this would have been a terrific touring car, as years of life in a Tokyo museum had taken their toll, and reconditioning was in order.



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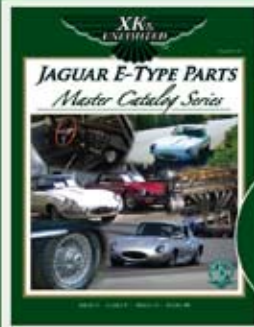
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2009...UP AND RUNNING!!

This year's Planning Meeting looked to me like the best attended yet!

Hats off to President Elaine for setting it up! Al Baker's in Eagan proved a great spot ... lovely room, nice Christmas tree, great service, not to mention serving sizes to satisfy the Labrador in all of us.

First order of business: Russ Colber won the "free breakfast" quiz outright last year, so it was his turn to mess with our heads. And that he did! The very first question should normally be the easiest. But nooooo ... and most of us fell for it.

Following the introduction of the Mark 4 and Mark 5 Jaguar saloon cars, what year was the Mark 6 released in the US? Boy, I sure couldn't remember a Mark 6?! And Russ is much too responsible to pull a stunt like this ... on the very first question. The rest of the questions on page one look pretty legit. Maybe he dug up an orphan. Just maybe.

There was an "unofficial" MK 4. Would Jaguar have a MK 5 and then MK 7, without a MK 6? Maybe just a few of them? I'll bite. After all, there was also a MK 8, a MK 9, and a 10 ... not to mention, concurrently, a MK 1 and MK 2. Well ... humility becomes me. Many others and I got nailed on that very first question. There was no MK 6! I have since



Table 1...mostly happy people!



Nice to see John Shorrock, albeit late.
Worry not Carol, he managed a full breakfast!



Table 2...probably insufficient warning.

continued on page 14

sussed that Bentley was using the designation at the time ... and one simply does not ... well, you get the picture. We eventually had two winners. Garnering up seven mostly correct guesses out of the ten questions were Dick Jones and Dick Mathews. Congratulations gentlemen!

On to matters at hand. Elaine took us on a whirlwind tour of 2009, extracting commitments from the wary and the unwary with equal aplomb. Good job club members. Off we go!

Thanks to all who attended. This is turning into one of our most fun as well as our most important events of the year!

Look for the 2009 lineup elsewhere in this edition. Spot your calendars, now!

George Arthur



Table 3...more mostly happy people!



President Elaine...takin' names!!



Russ with the two characters who earned a free breakfast...Dick Mathews and Dick Jones.

Jaguar Club of Minnesota Calendar of Events (February - May)

DATE	EVENT	LOCATION	INFORMATION
Every Saturday: 8:30 AM	InterMarque Breakfast	Square Peg Restaurant, Minneapolis, MN	Daniel Buchen: 651.222.3899 dwbuch@hotmail.com
February 7	Jaguar Garage Event	Locust Hills Estate Wayzata, MN	John Shorrock shorrock@visi.com
March 21	** Jazz Night	TBD	Dick Jones: 952 828 0828 dick_jones@comcast.net
March 25	** Pizza Night	Green Mill	Tim Keseluk: 952 884 2545 keseluk@earthlink.net
March 28	Go Kart Challenge	Pro Kart Indoors Burnsville, MN	Dave Meek: 612 799 5555 Xk150dhc@hotmail.com
March TBD	** Theatre Night	TBD	Kay Baker: 651 635 9386 kbaker315@msn.com
April 25	**Sweetheart Luncheon	TBD	John Gulickson: 651 454 0626 jpalmerg@550access.com
May 2	Spring Awakening Drive With Austin Healey Club	TBD	Tom Hazen myliberty@comcast.net
May 9, Rain Date May 10	Healey Hillclimb VIII		Tom Hazen myliberty@comcast.net
May 9	British Car Show MN Scottish Fair & Highland Games	Dakota County Fair Grounds 4008 220th Street West Farmington, MN 55024	Jim Harris: 612 803 5530 JHarris@MNScottishFair.org
May 16	InterMarque Spring Kick-off	TBD	Daniel Buchen: 651 222 3899 dwbuch@hotmail.com
May 15-17	SVRA Vintage Racing Road America	Road America Elkhart Lake, WI	Brent Poppenhagen: 952 906 1541 bwpoppenhagen@yahoo.com
** Jaguar Club of MN - Sponsored Event. For event details and latest updates, see www.jaguarminnesota.org			

